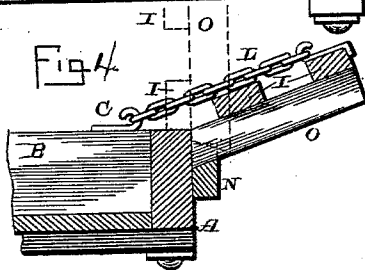
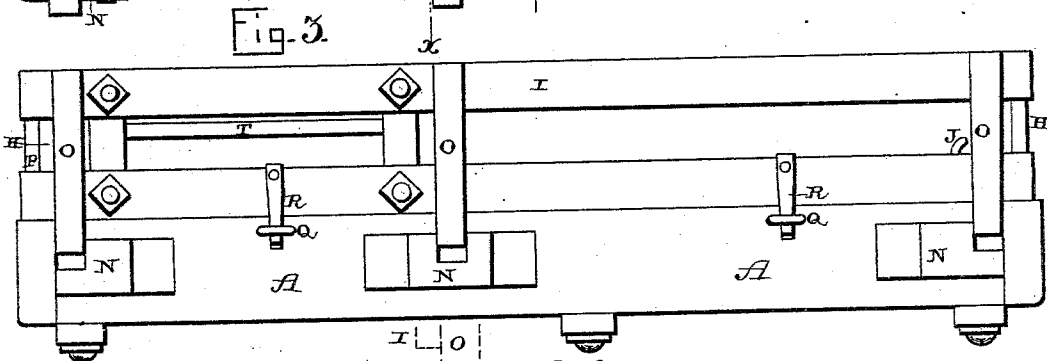
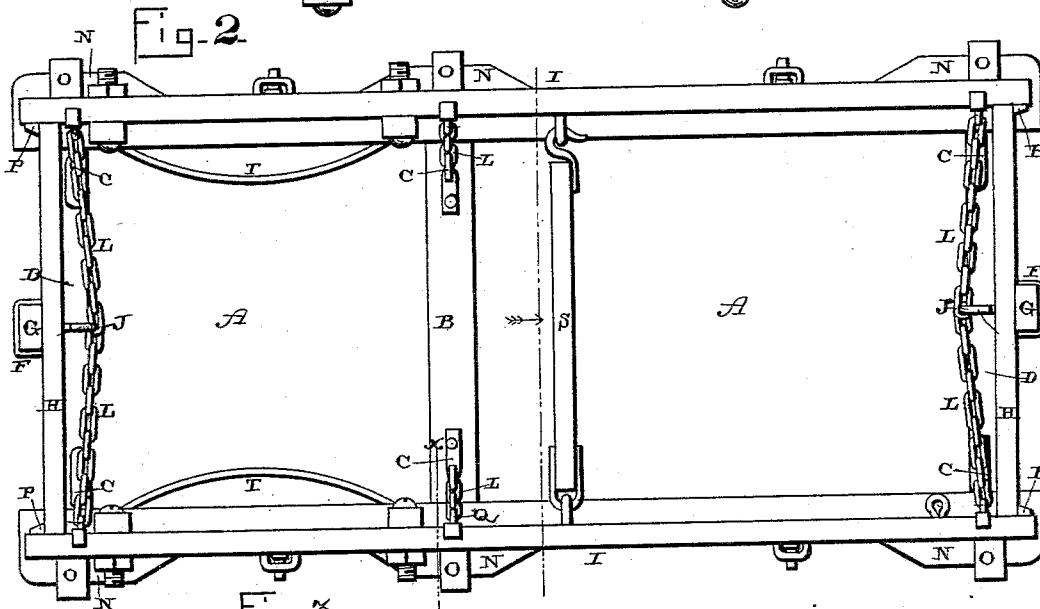
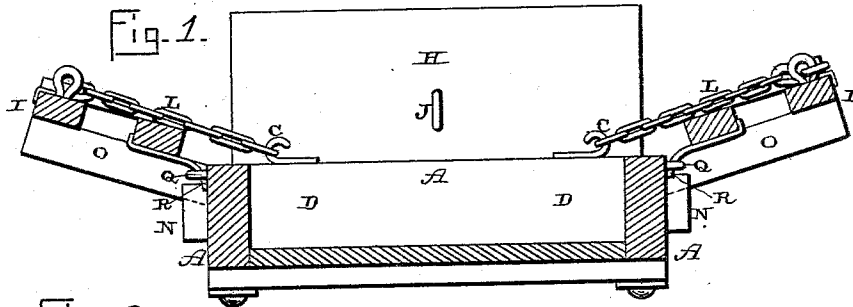


(No Model.)

M. C. CRAIG.
RACK FOR WAGON BEDS.

No. 425,303.

Patented Apr. 8, 1890.



Witnesses:

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per
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UNITED STATES PATENT OFFICE.

MATHEW C. CRAIG, OF BOYD, WISCONSIN.

RACK FOR WAGON-BEDS.

SPECIFICATION forming part of Letters Patent No. 425,303, dated April 8, 1890.

Application filed November 2, 1889. Serial No. 328,998. (No model.)

To all whom it may concern:

Be it known that I, MATHEW C. CRAIG, of Boyd, in the county of Chippewa and State of Wisconsin, have invented certain new and useful Improvements in Racks for Wagon-Beds; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in racks for wagon-beds; and it consists in the combination and arrangement of parts, which will be more fully described hereinafter, and particularly pointed out in the claims.

The object of my invention is to provide a rack for a wagon-bed, so as to adapt the wagon-bed to be used in hauling hay, carrying small animals, grain, and other such material, and which racks can be readily removed and replaced at any time, leaving the wagon-bed free for ordinary use.

Figure 1 is a transverse vertical section of a wagon-bed to which my invention is applied, the racks being shown in an inclined position. Fig. 2 is a plan view of the same, the racks being shown in a vertical position. Fig. 3 is a side elevation of my invention, showing the rack in a vertical position. Fig. 4 is a detached section taken on the line $x x$ of Fig. 2, showing the shape of the socket and the end of the rack-braces.

A represents an ordinary wagon-bed, which is preferably provided with a cross bar or board B, which extends entirely across the bed, dividing it into two compartments, upon the top of which board are secured suitable hooks C. Upon each of the end-boards D are also secured similar hooks C. Upon the outer side of each one of the end-boards D are formed suitable hoops or holding devices F, in which the uprights G of the removable end pieces H are inserted, and which end pieces H are used in connection with the racks I. When the racks I are not used in a vertical position, the end pieces H are to be removed. Inside of each one of these end pieces H is secured a hook J, to which the chains L of the racks are fastened when the racks are to be used in an upright position.

Secured to the outer side of the wagon-bed A are any suitable number of sockets N, which are formed by securing to the outer side of the bed suitable blocks having notches or recesses formed in their upper edges, and which notches or recesses are preferably made deeper at the inner sides or edges of their bottoms, as shown in Fig. 4.

The racks I consist of any desired number of strips, which are secured to the braces O at right angles, and which braces have their lower ends to project beyond the lower strip. The lower ends of these braces are preferably beveled, as shown in Fig. 4, so as to fit firmly against the side-boards of the wagon-bed when the racks are in an inclined position for hauling hay or straw, as shown in Figs. 1 and 4. When the racks are used in a vertical position, the lower ends of the braces O do not rest upon the bottoms of the sockets N, but merely extend into the upper end thereof, as shown in Fig. 3, for the purpose of steadying the racks, while they are supported by the lower strip L, which rest upon the upper edge of the wagon-bed side-board, as shown in dotted lines in Fig. 4; but when the racks are turned into an inclined position they drop off of the upper edge of the wagon side-board and are caught and supported by the braces O catching in the socket N. In this inclined position the lower edges of the braces O rest upon the inclined bottoms of the sockets N and the inclined edges of the braces rest against the side-boards of the wagon, and are held locked in this inclined position by means of the central chains L. The strips out of which the rack is formed are also secured together by braces P upon their inner sides, and when the racks are to be used in a vertical position the lower edges of the lower strips and the braces P rest upon the top edge of the wagon-bed, while the lower ends of the outside braces O merely catch in the upper ends of the sockets N, as shown. When the racks are placed in an inclined position, the ends of the braces O fit snugly in the sockets, as shown.

In order to prevent the racks from being detached from the wagon-bed when they are being moved from a vertical to an inclined position, there are attached to the wagon-bed at its upper edges a suitable number of eyes

or staples Q, in which corresponding hooks R, secured to the lower strip of the rack, are made to catch, and which prevent the braces O from slipping out of the sockets N and guide them to their proper position. While the rack is in an inclined position, these hooks R rest upon the tops of the hooks or staples Q and help to support the racks in position.

Secured to the inner side of each one of the racks are a suitable number of chains L, which, when the racks are in a vertical position, are made to hook into the hooks J upon the end pieces H, and when the racks are in an inclined position they are made to catch in the hooks C, as shown. These chains support the racks in position and prevent them from becoming displaced by the load of hay which is placed upon them, and while in a vertical position they hold them securely in position, thus adapting the wagon-bed to be used for the transportation of small animals, bags of grain, and other similar material.

In order to brace the two racks rigidly together when in a raised position there is secured to one of the racks a cross-bar S, which is provided with a hook at one end, and which hook catches in a corresponding eye upon the other rack.

Secured to each rack is a curved wheel-guard T, of any suitable construction, and which guard prevents the hay piled upon the rack from coming in contact with the wheels.

When the racks are not to be used in connection with the wagon-bed, it is only necessary to detach each one separately, and then they can be stored away ready for use whenever so desired. Being very light, they can be readily attached and detached from the wagon-bed at will.

Having thus described my invention, I claim—

1. The combination, with a wagon-bed, of racks detachably placed thereon in a vertical position, braces secured thereto having their lower ends extending below the said racks and having their lower ends cut at an angle, and sockets secured to the side-boards having open sides and inclined bottoms, whereby the lower edges of the braces rest thereon, with the angular ends of the braces firmly against the side-boards and brace the racks in an inclined position, and chains secured to the outer edges of the racks and wagon-bed for holding the outer ends of the racks, substantially as shown and described.

2. The combination, with the wagon-bed, of racks which are supported upon the upper ends of the side-boards thereof when in a vertical position, braces secured to the racks having their lower ends extending below the said racks, open-sided sockets secured to the side-boards for the reception of the lower ends of the braces, the bottoms of said sockets being below the lower ends of the braces when the racks are in a vertical position, eyes secured to the side-boards, and guiding-hooks secured at their upper ends to the said racks and their lower ends curved outward and extending into the said eyes, whereby the racks are held against detachment when turned from a vertical to an inclined position and guided in their proper position, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

MATHEW C. CRAIG.

Witnesses:

JOHN MILLER,

RUDOLF BROEDLOW.